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1. Proposed road markings and signing to be provided on areas that do not form part of the adopted public highway. Exact style and detail may vary from that indicated below.

- Indicative areas of marked car parking bays.
- Indicative pedestrian route through station.

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- V. Based on OS mapping data supplied by Stone and Bean Associates.

DATE 27/01/16

Rev.	Date	By	Chk	Description
B		TE	RP	Final Design
A		TE	RP	Design Development

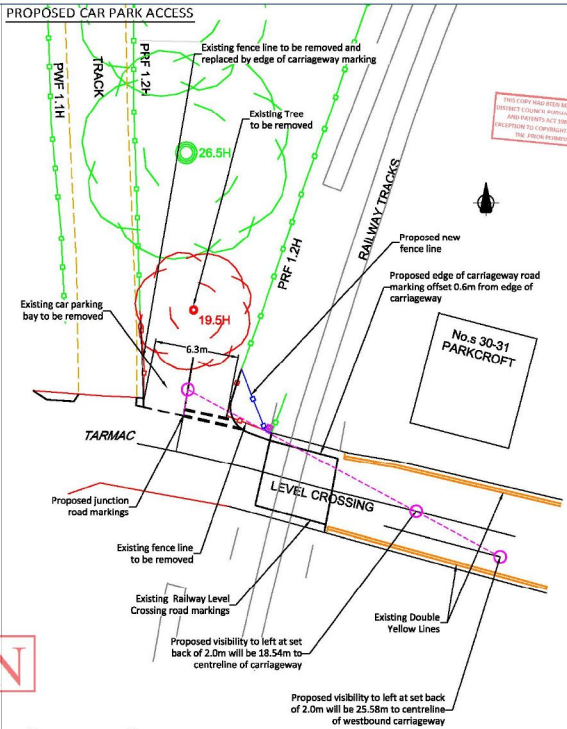
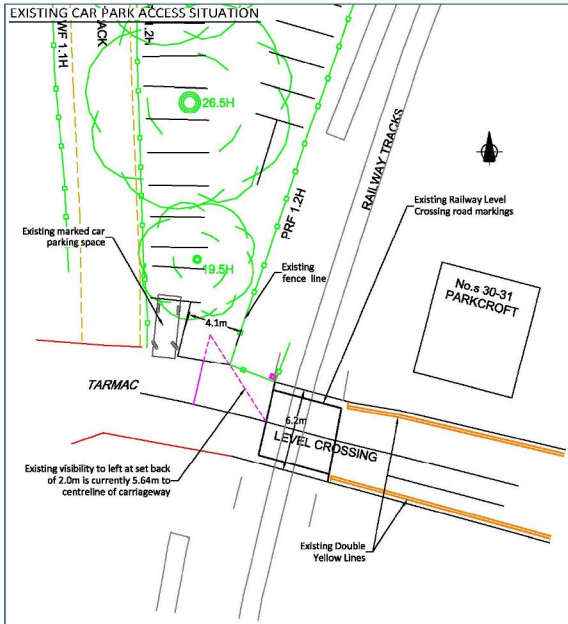
Client: Moorland Trout Farms

Project: Change of Use Planning Application at Pickering Trout Lake

Title: Proposed Pedestrian Access Arrangements

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Drawn	TE	Date	08/12/2015
Scale	1/750	Drawn by	RP
<input checked="" type="checkbox"/> ORIGINAL DRAFT <input type="checkbox"/> REVISION <input type="checkbox"/> APPROVED	<input type="checkbox"/> REVISIONARY <input type="checkbox"/> CORRECTIVE <input type="checkbox"/> AS-BUILT		
Drawing number	LTP/2044 / 01 / 002 .01		
Sheet	B		



# ADDITIONAL PLAN

**Notes on existing layout:**

- Established access only approximately 4.1m in width due to location of adjacent parking bay.
- No road markings delineate access.
- Existing visibility splay of 2.0m x 5.6m from established car park access to carriageway centreline.
- 'X' distance of 2.0m used given advice provided in 'Manual for Streets' (DfT, 2007) with regards to low speed / flow environments.

**Notes on proposed layout:**

- Widening of the established access to 6.3m through the removal of the existing parking bay.
- Provision of 'GIVE WAY' road markings to improve access delineation.
- 'GIVE WAY' road markings moved forward to tie in with Railway Level Crossing edge of carriageway markings.
- Removal of existing tree on the approach to the access within the application site.
- Removal of existing western fence line and provision of edge of carriageway road marking.
- Eastern fence line to be relocated as agreed with NYMR.
- Leftwards visibility splay improved to 2.0m x 18.5m, when measured to the centre line (this provides appropriate SSD (stopping sight distance) for a vehicle travelling at 15mph, which is considered to be appropriate in this situation).
- If leftwards visibility is measured to the centre line of the westbound approach lane, visibility increases further to 2.0m x 25.6m.

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Notes: 1.

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- Topographical survey is supplied by LTPC Surveys 2015

	DATE 27/01/16
Rev. 0	Date By Chk Description

Client: **Moerland Trout Farms**

Project: **Pickering Trout Lake, Pickering, North Yorkshire**

Title: **Existing and Proposed Car Park Access Arrangements**

local transport projects  
trgplc engineering and transport planning

Project: CW      Date: 08.12.15  
 Scale: 1:250      Plot: RP

Status:  INTERNAL DRAFT       PRELIMINARY  
 FOR COMMENT       FOR APPROVAL  
 APPROVED       FOR ISSUE

Drawing number: LTP/2044/T1/01.01      0